



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

01-Crescent City-2

Auto populated

**Total ATP Funds Requested:**

\$ 640

(in 1000s)

Auto populated

**Important:** Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

**Part A: General Project Information**

**Part B: Narrative Questions**

**Part C: Application Attachments**

### Application Part A: General Project Information

**Implementing Agency:** This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

**IMPLEMENTING AGENCY'S NAME:**

Crescent City

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

377 J Street

Crescent City

CA

95531

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Eric Wier

**CONTACT PERSON'S TITLE:**

Public Works Director

**CONTACT PERSON'S PHONE NUMBER:**

(707) 464-9506 x234

**CONTACT PERSON'S EMAIL ADDRESS :**

ewier@crescentcity.org



**Project Partnering Agency:** Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

*(The Grant Writer's or Preparer's information should not be provided)*

**PROJECT PARTNERING AGENCY'S NAME:**

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

<input type="text"/>	<input type="text"/>	CA	<input type="text"/>
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**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**



**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**



**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

☒ Yes ☐ No

Implementing Agency's Federal Caltrans MS number

01-5013R

Implementing Agency's State Caltrans MS number

00113S

\* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

**PROJECT NAME:** (To be used in the CTC project list)

**Application Number:**  out of  **Applications**

**PROJECT DESCRIPTION:** (Max of 250 Characters)

**PROJECT LOCATION:** (Max of 250 Characters)



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? ☐ Yes ☒ No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 41.751666 /long. 124.188889

Congressional District(s):

State Senate District(s):

State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

**ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)**

**ESTIMATION OF ACTIVE TRANSPORTATION USERS**

Existing Counts:	Pedestrians	<u>48,438</u>	Bicyclists	<u>27,448</u>
One Year Projection:	Pedestrians	<u>62,000</u>	Bicyclists	<u>35,133</u>
Five Year Projection:	Pedestrians	<u>62,000</u>	Bicyclists	<u>35,133</u>

**BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)**

Bicycle: Class I ☐ Class II ☐ Class III ☐ Other \_\_\_\_\_

Pedestrian: Sidewalk ☐ Crossing ☐ Other \_\_\_\_\_

Multiuse Trails/Paths: Meets "Class I" Design Standards ☒ Other \_\_\_\_\_

**DISADVANTAGED COMMUNITIES**

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: ☒ Yes ☐ No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income ☒ Yes ☐ No CalEnviroScreen ☐ Yes ☒ No

Student Meals ☐ Yes ☒ No Local Criteria ☐ Yes ☒ No

Is the majority of the project physically located within the limits of a Disadvantaged Community: ☒ Yes ☐ No

**CORPS**

Does the agency intend to utilize the Corps: ☐ Yes ☒ No

**PROJECT TYPE** (Check only one: I, NI or I/NI)**Infrastructure (I)** ☒**OR Non-Infrastructure (NI)** ☐**OR Combination (N/NI)** ☐

“Plan” applications to show as NI only

**Development of a Plan in a Disadvantaged Community:**☐ Yes ☒ No

If Yes, check all Plan types that apply:

☐ **Bicycle Plan**☐ **Pedestrian Plan**☐ **Safe Routes to School Plan**☐ **Active Transportation Plan****Indicate any of the following plans that your agency currently has:** (Check all that apply)Bicycle Plan ☒Pedestrian Plan ☐Safe Routes to School Plan ☒Active Transportation Plan ☒**PROJECT SUB-TYPE** (check all Project Sub-Types that apply):☒ **Bicycle Transportation** % of Project 50.0 % (ped + bike must = 100%)☒ **Pedestrian Transportation** % of Project 50.0 %☐ **Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)**How many schools does the project impact/serve:** 0

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name:

School address:

District name:

District address:

Co.-Dist.-School Code:

School type (K-8 or 9-12 or Both)

Project improvements maximum distance from school        mile

Total student enrollment:

% of students that currently walk or bike to school%

Approx. # of students living along route proposed for improvement:

Percentage of students eligible for free or reduced meal programs \*\*

\*\*Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area,

2) the students considered to be along the walking route being improved, 3) the project improvements.



☒ **Trails (Multi-use and Recreational):** (Also fill out Bicycle and Pedestrian Sub-Type information above)

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

**For all trails projects:**

Do you feel a portion of your project is eligible for federal Recreational Trail funding? ☐ Yes ☒ No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: \_\_\_\_\_

If yes, estimate the % of the total project costs that serve "transportation" uses? \_\_\_\_\_ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

**PROJECT STATUS and EXPECTED DELIVERY SCHEDULE**

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.

For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a " \* " and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
<b>CTC - PA&amp;ED Allocation:</b>	_____		7/1/16
* CEQA Environmental Clearance:	_____		12/1/16
* NEPA Environmental Clearance:	_____		12/1/16
<b>CTC - PS&amp;E Allocation:</b>	_____		1/1/17
<b>CTC - Right of Way Allocation:</b>	_____		7/1/17
* Right of Way Clearance & Permits:	_____		11/1/17
Final/Stamped PS&E package:	_____		12/1/17
* <b>CTC - Construction Allocation:</b>			1/1/18
* Construction Complete:			10/1/18
* Submittal of "Final Report"			12/1/18

**PROJECT FUNDING** (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**ATP funds being requested for this application/project by project delivery phase:**

ATP funds for PA&D:	_____	\$16
ATP funds for PS&E:	_____	\$48
ATP funds for Right of Way:	_____	\$251
ATP funds for Construction:	_____	\$325
ATP funds for Non-Infrastructure:	_____	(All NI funding is allocated in a project's Construction Phase)
<b>Total ATP funds being requested for this application/project:</b>	_____	<b>\$640</b>

**Local funds leveraging or matching the ATP funds:** \_\_\_\_\_ **\$160**

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**Additional Local funds that are 'non-participating' for ATP:** \_\_\_\_\_

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

**TOTAL PROJECT FUNDS:** \_\_\_\_\_ **\$800**

**ATP - FUNDING TYPE REQUESTED:**

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

**Do you believe your project warrants receiving state-only funding?** ☒ Yes ☐ No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

This is a small request for a regionally significant project. Crescent City has an estimated population of 7,188 and state-only funding for a project this size would be cost effective and avoid an undue burden on City staff.

**ATP PROJECT PROGRAMMING REQUEST (PPR):** In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



# **ACTIVE TRANSPORTATION PROGRAM - CYCLE 2**

## **Part B: Narrative Questions** (Application Screening/Scoring)

**Project unique application No.: 01-Crescent City-2**

**Implementing Agency's Name: Crescent City**

**Important:**

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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## **Part B: Narrative Questions**

### **Detailed Instructions for: Screening Criteria**

**The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.**

**1. Demonstrated fiscal needs of the applicant:**

The Sunset Circle Multi-Use Trail Project has been identified as a top priority in the region's Active Transportation Plan, but currently has no identified funding source for design or construction. The project closes a significant gap in existing multi-use trails and is the final connection from Downtown Crescent City to the Harbor and the Elk Valley Rancheria neighborhood. The project is not directly or indirectly related to past or future environmental mitigation resulting from a separate development or capital improvement project.

**2. Consistency with Regional Plan.**

The project is consistent with the Regional Transportation Plan. It is documented in attachment I-1 in Section C.





## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #1**

#### **QUESTION #1**

**POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)**

#### **A. Describe the following:**

**-Current and projected types and numbers/rates of users. (12 points max.)**

The Sunset Circle Multi-Use path is a proposed shared-use trail in Crescent City, CA. It will provide a much needed connection for residents near the Elk Valley Rancheria to Downtown Crescent City. It is the last significant gap in the California Coastal Trail in Crescent City, and will complete a network of high-quality bicycle and pedestrian facilities that provide a parallel route to Highway 101.



*Figure 1- Project Vicinity Map*

The California Coastal Trail is a proposed network of trails for active transportation users along the California Coast from Oregon to Mexico. The state-wide network will ultimately include 1,200 continuous miles of shared-use facilities. Improvements to the route through Del Norte County, referred to locally as the Coastal Trail, are ongoing and have been a collaborative effort between Crescent City, the Harbor District, and Del Norte County. Sunset Circle is the last significant segment of the Coastal Trail to be upgraded to a shared-use facility in the immediate Crescent City area.



The proposed project will close an existing gap between the Harbor Trail North Class I facility and the recently constructed Promenade Trail along Starfish Way. This will connect Beachfront Park to the Crescent City Harbor, providing a safe and convenient route for commuters, tourists, and recreational users who actively use the two trail systems today.

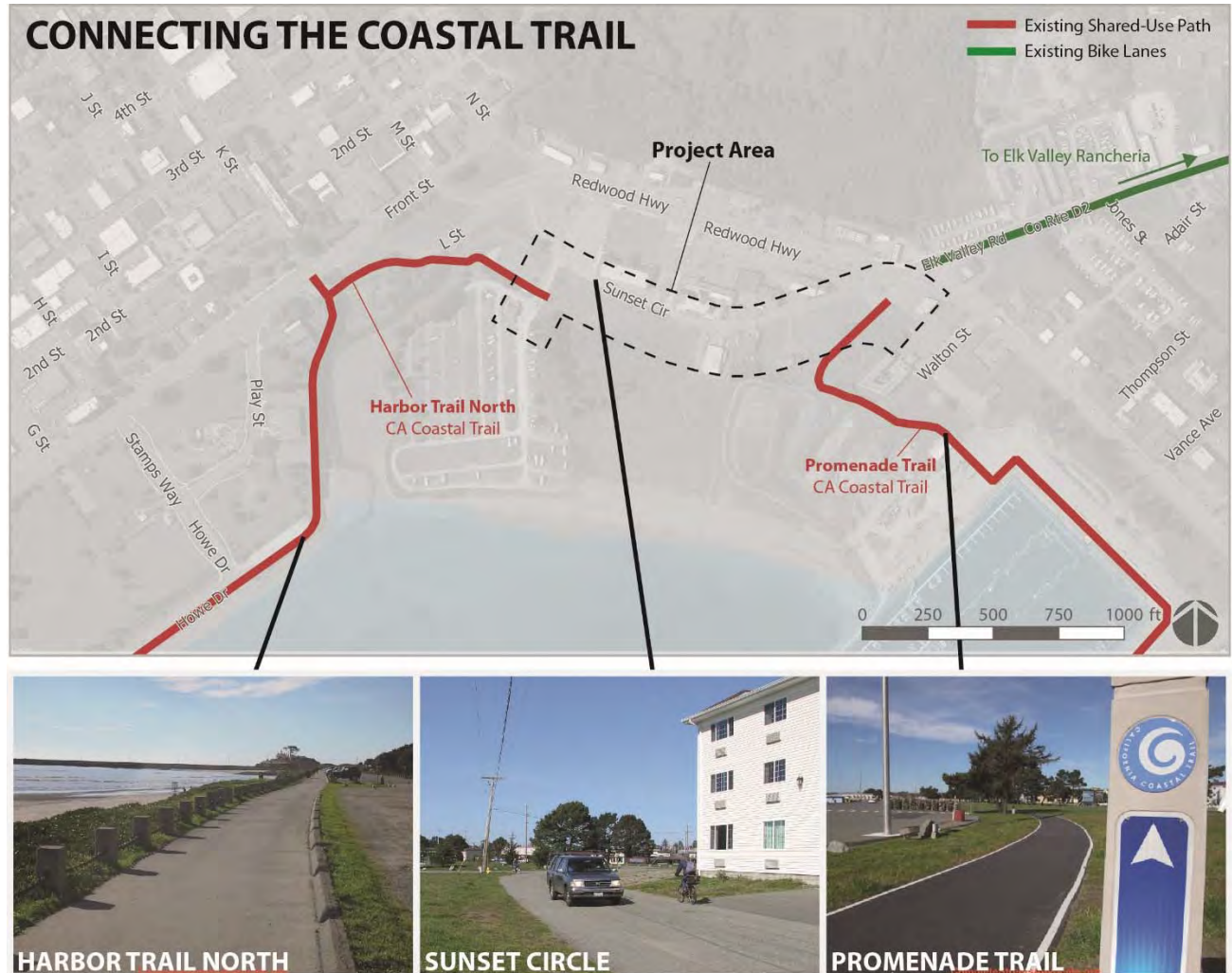


Figure 2 - Closing the gap between the Harbor Trail and the Promenade Trail

Bicycle and Pedestrian counts were conducted on either side of the proposed trail on March 21, 2015 as part of the region's Active Transportation Plan and are documented in Table 1:

Intersection	AM (9AM – 10AM)		PM (2PM – 3PM)	
	Bicyclists	Pedestrians	Bicyclists	Pedestrians
Howe/Front	12	7	9	30
Harbor/Sunset	4	6	9	17

Table 1- Existing Bicycle and Pedestrian Counts



From this data, the existing use of the trail segment was extrapolated using the National Bicycle and Pedestrian Documentation Project Database assuming a shared-use path in a moderate climate, and accounting for factors including the day of the week, climate, and the time of the year the survey was taken. The average use of the trail based on these factors and the bicycle and pedestrian counts are summarized in Table 2:

	<b>Bicyclists</b>	<b>Pedestrians</b>	<b>Total</b>
<b>Daily Activity (Saturday)</b>	90	158	248
<b>Weekly Activity</b>	496	875	1,371
<b>Monthly Activity (March)</b>	2,196	3,875	6,071
<b>Annual Activity</b>	27,448	48,438	75,886

*Table 2 - Extrapolated daily, weekly, monthly, and annual use of the Coastal Trail near Sunset Circle*

Future use of the trail over a one- and five-year period has been calculated based on the findings of *Trail Characteristics as Correlates of Urban Trail Use*<sup>1</sup> in the American Journal of Health Promotion. This study evaluated three existing trail systems and found that good trail conditions resulted in a 28% increase in bicyclist and pedestrian use over “fair” or “poor” trail conditions. Based on field observations, Sunset Circle is actively being used by pedestrians and bicyclists walking in the existing roadway. For the purpose of the calculating future use, Sunset Circle has been assumed to be a “fair” or “poor” trail based on the lack of existing pedestrian and bicycle facilities on the street. Using these assumptions, the future use of Sunset Circle with the proposed improvements are as follows:

	<b>Bicyclists</b>	<b>Pedestrians</b>	<b>Total</b>
<b>Daily Activity (Saturday)</b>	116	202	318
<b>Weekly Activity</b>	635	1,120	1,755
<b>Monthly Activity (March)</b>	2,811	4,960	7,771
<b>Annual Activity</b>	35,133	62,000	97,133

*Table 3 - Future daily, weekly, monthly, and annual use of the Sunset Circle Multi-Use Trail*

<sup>1</sup> Reynolds, Kim D., Jennifer Wolch, Jason Byrne, Chih-Ping Chou, GuanJun Feng, Susan Weaver, and Michael Jerrett. "Trail Characteristics as Correlates of Urban Trail Use." American Journal of Health Promotion 21.4s (2007): 335-45. Print.





- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes
  - b. removal of barrier to mobility
  - c. closure of gaps
  - d. other improvements to routes
  - e. educates or encourages use of existing routes

Highway 101 serves as the “Main Street” for Crescent City with substantial pedestrian and bicycle activity, but is designed to State highway standards with limited bicycle and pedestrian infrastructure. Crescent City and its regional partners have long recognized the barrier this creates for active transportation users, and have been proactively addressing the issue with a two-pronged approach that includes both improvements to Highway 101 and constructing cost-effective parallel routes off the highway system. The Sunset Circle project falls into the latter category, and is the final improvement to the Coastal Trail that will close a gap in between the City’s Harbor Trail North and the recently constructed Harbor District Trail.

For local residents, this will provide a safer route to and from Downtown Crescent City and the Elk Valley Rancheria neighborhood. These users must currently choose between walking or bicycling on inconsistent and limited facilities on Highway 101, or using Sunset Circle, which has no bicycle or pedestrian improvements. The project will connect transportation-related and community identified destinations including the Department of Health and Human Services, Rural Human Services, City Hall, Child Support

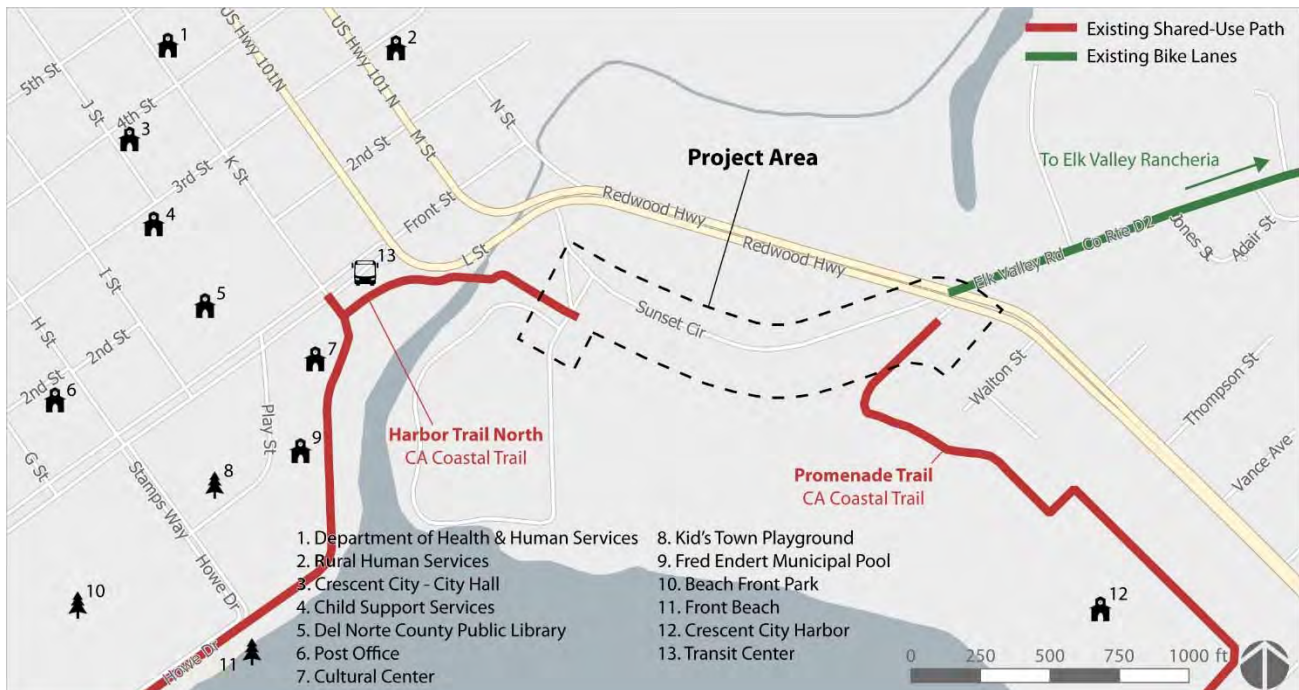


Figure 3- Connecting the community to local destinations



Services, the Del Norte County Public Library, the Post Office, the Cultural Center, Kid's Town Playground, Fred Endert Municipal Pool, Redwoods National and State Park, and the Crescent City Harbor. The project will also provide a direct link to the City's Transit Center at the Cultural Center, which has the highest ridership in the Redwood Coast Transit system and provides the region's only direct transit connection to Arcata airport and medical facilities outside of Crescent City.

For local residents, the project will create a safer and more inviting environment for recreational activities. On sunny weekends, the existing trails on either side of the project are crowded with people enjoying the amenities of the region, including Beachfront Park, the Battery Point Lighthouse, Crescent Beach, the Harbor, and South Beach. This project will complete a network of high-quality bicycle and pedestrian facilities that will connect these destinations to each other. For visiting tourists, the trail will be located adjacent to established lodging, tourist destinations, and a recreational vehicle campground. It will create an apparent route for visitors unfamiliar with the City to walk or bicycle to both the Harbor and Downtown Crescent City.

**C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)**

The Del Norte Local Transportation Commission (DNLTC) recently completed an Active Transportation Plan for Del Norte County that studied active transportation projects at a regional level. Sunset Circle was one of four "focus projects" identified in the plan that will have the most significant benefit to the region, will improve the safety of the existing active transportation network, and are the most cost-effective to construct. Sunset Circle rose to the top of this list as a connection to both the Harbor and existing facilities on Elk Valley Road. This makes the Sunset Circle project a top priority not only for Crescent City, but for the Del Norte County region as a whole.

This is a significant distinction for the project. The Active Transportation Plan identified approximately 50 regional projects that are documented in the *Regional Transportation Plan, Crescent City General Plan, Del Norte County General Plan, Harbor Master Plan, Trail Planning Report, Transit Development Plan Update, Bicycle Facilities Plan Update, Safe Routes to School Research and Policy Report, and Safe Routes to School Audits*. These fifty projects were evaluated holistically based on five criteria including the potential to increase bicycle and pedestrian use, improved safety, cost effectiveness, project support, and feasibility. From this evaluation, ten projects were identified as priority projects in the plan and were further vetted in the community through a public engagement process. From these ten priority projects, only four were distinguished as "focus projects" which included the Sunset Circle Multi-Use Trail Project.

To show their commitment to the project, the DNLTC has agreed to match 20% of the ATP funding request, up to \$200,000. This is a significant investment for our rural county, but underscores the value we place in our Active Transportation Plan and the importance of this project. A letter of support from the DNLTC is provided in Attachment J.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #2**

#### **QUESTION #2**

**POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)**

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

The map below provides the most recent five-year history of recorded bicycle and pedestrian accidents in the project area, as recorded by the *Statewide Integrated Traffic Records System (SWITRS)* from 2008-2012 (2013 accident data is still provisional):



*Figure 4 - Collision Data*

As shown on the map, there were two injuries on Highway 101 that may have been avoided if a parallel route was provided along Sunset Circle. The pedestrian accident occurred in 2008 because of improper automobile turning. The collision resulted in visible injuries. The bicycle accident occurred in 2011 also because of improper turning. This collision resulted in a complaint of pain. Both accidents were along a stretch of Highway 101 that has approximately 30 driveways creating a significant amount of conflict points between turning automobiles and bicyclists/pedestrians. The proposed route on Sunset Circle will have only four driveway conflict points over the equivalent length, provide a safer route for bicyclists and pedestrians, eliminate a



significant amount of turning conflicts, and divert bicycle and pedestrian traffic off of Highway 101 (with average daily traffic of 11,400 vehicles) onto Sunset Circle (with a negligible amount of traffic).

Date	Bike or Ped	Primary Factor	Severity
6/23/08*	Pedestrian	Improper Turning	Visible Injuries
8/27/11	Bicyclist	Improper Turning	Complaint of Pain

Table 4 – Bicycle and Pedestrian injuries in the last five years

(\* - 2008 to 2012 are the five most recent years in the TIMS database)

**B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

One of the biggest safety hazards for bicyclists and pedestrians in Del Norte County is Highway 101, especially in the transition zones to the north and south of Crescent City where driver expectations change from the typically rural environment along Highway 101 to the more urban environment through Crescent City. The southern approach in particular, from approximately Anchor Way to Elk Valley Road just south of Sunset Circle, has a fatality collision rate almost four times the state average for a comparable facility. This is due in large



Figure 5- Parallel Facilities to Highway 101



part to the abrupt change in bicycle and pedestrian activity near the Harbor after almost 65 miles of uninterrupted rural driving. The northern transition is also dangerous, with the most recent pedestrian fatality occurring in April 2015.

As a result, the region has focused on projects that provide parallel routes to Highway 101 for bicyclists and pedestrians. This includes the recent construction of the Promenade Trail at the Harbor, and the recommendation in the Active Transportation Plan to designate K Street as a Class III bicycle route. Sunset Circle is a key missing link in this parallel route, and it's incorporation in the overall network will create a safe and convenient route for bicyclists and pedestrians until further safety improvements to Highway 101 can be completed.





## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #3**

#### **QUESTION #3**

#### **PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)**

**Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.**

- A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)**

The project has involved a significant amount of public engagement that includes consultation with over 180 local business leaders, non-profit organizations, educational leaders, high school students, and elected officials who participated in the Crescent City-Del Norte County Chamber of Commerce 2015 Economic Summit. The summit discussed the current and future plans for the County across a spectrum of perspectives including transportation, education, land use, and real estate. A copy of the sign-in sheet is included as Attachment I-3. The project was also vetted extensively through the Technical Advisory Committee of the Del Norte Local Transportation Commission which included representatives from Crescent City, Del Norte County, the California Highway Patrol, Caltrans, the Redwood Coast Authority, and the Yurok Tribe and through both the Chamber of Commerce and the Building Healthy Communities initiative. Collectively these agencies gave the project team access to a diverse and extensive mailing list that was targeted towards reaching out to the local disadvantaged communities.

As part of the Active Transportation Plan, a public survey was circulated throughout Del Norte County to help the project team identify key projects with regional significance to the community. The effort began with a presentation at the Economic Summit and included a presentation on the Active Transportation Plan. Project team members hosted an information table discussing the benefits of the various active transportation projects, answering questions about the plan, and collecting survey results.

Following the Economic Summit, the survey was made available both in a paper and electronic format over the course of two weeks in April 2015. The survey was hosted on the Del Norte Local Transportation Commission's website and advertised/distributed by the Chamber of Commerce, Building Healthy Communities, Del Norte County, Crescent City, and local community members. The choice to distribute the survey in both an electronic and paper format gave disadvantaged community members an equal opportunity to participate. Over 200 responses to the survey were collected in a rural and disadvantaged County which speaks to the high level of public interest in active transportation projects and the success of this approach.

**B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)**

For each of the ten priority projects identified in the Active Transportation Plan, the survey asked the following questions:

- 1) Do you currently walk or bicycle in the immediate area? (Frequently/Sometimes/Never)
- 2) Would you walk or bicycle if new facilities were constructed? (Frequently/Sometimes/Never)
- 3) Should this project be a high, medium, or low priority? (High/Medium/Low)

The fourth and final question asked participants to select the three most important projects they would like to see constructed. While there are multiple factors that went into the prioritization of specific projects, public input from these questions were weighted heavily in the project team's overall decision on focus projects.

The intent of the first survey question was to provide an anecdotal account of where local residents are currently walking and bicycling in the community considering that county-wide bicycle and pedestrian modeling at each location would have been cost-prohibitive. The second question was asked specifically to identify projects that will have the biggest increase in active transportation modes of travel. The third and fourth questions were used to identify public priorities to assist the project team with identifying the focus projects. A copy of the survey is provided in Attachment I-2.

**C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

As shown in the following charts, Sunset Circle was in the top 3 projects for the first two questions for current and future active transportation mode shares, and was one of the top scoring projects in questions 3 and 4:

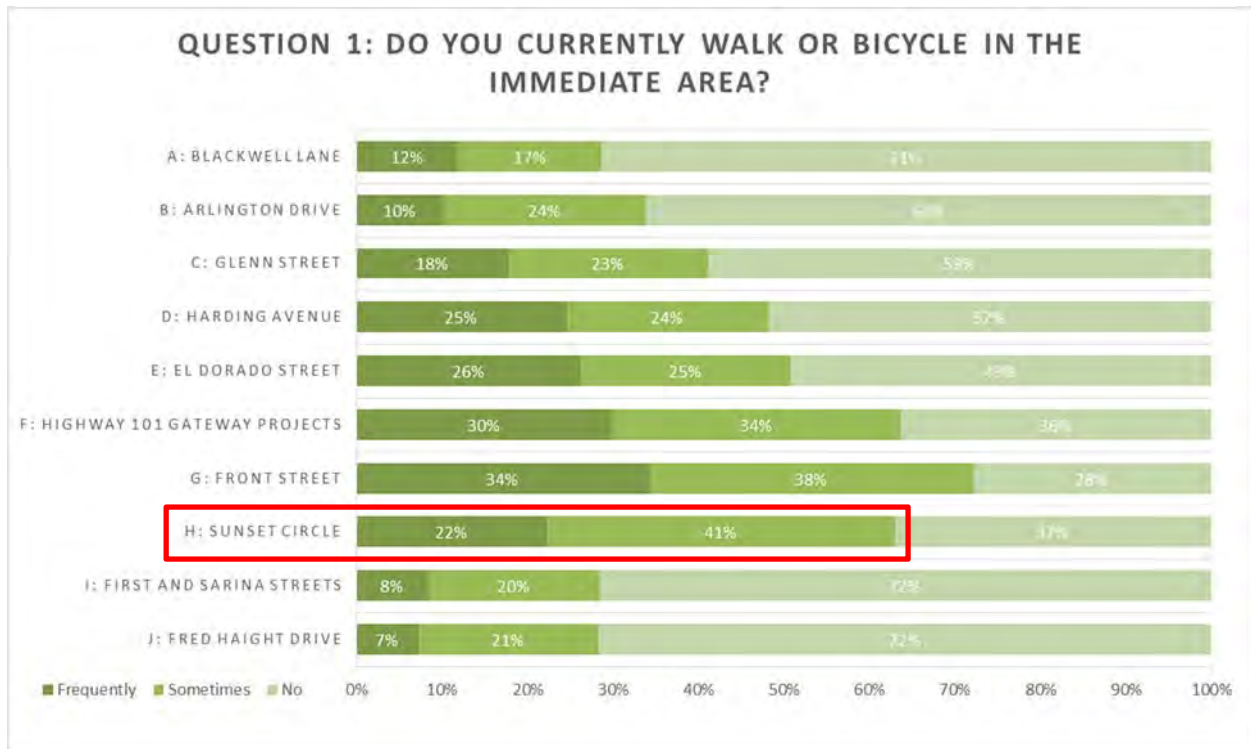


Figure 6 – Public Survey Question 1 Response

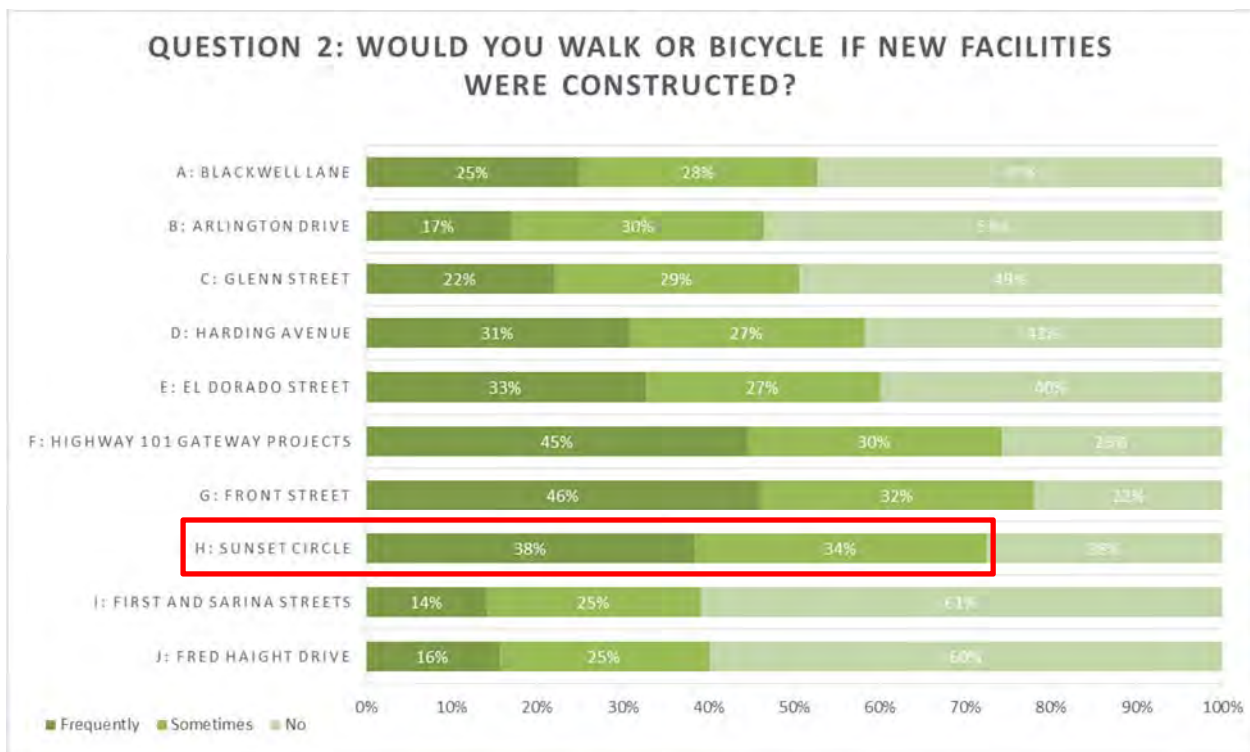


Figure 7 – Public Survey Question 2 Response

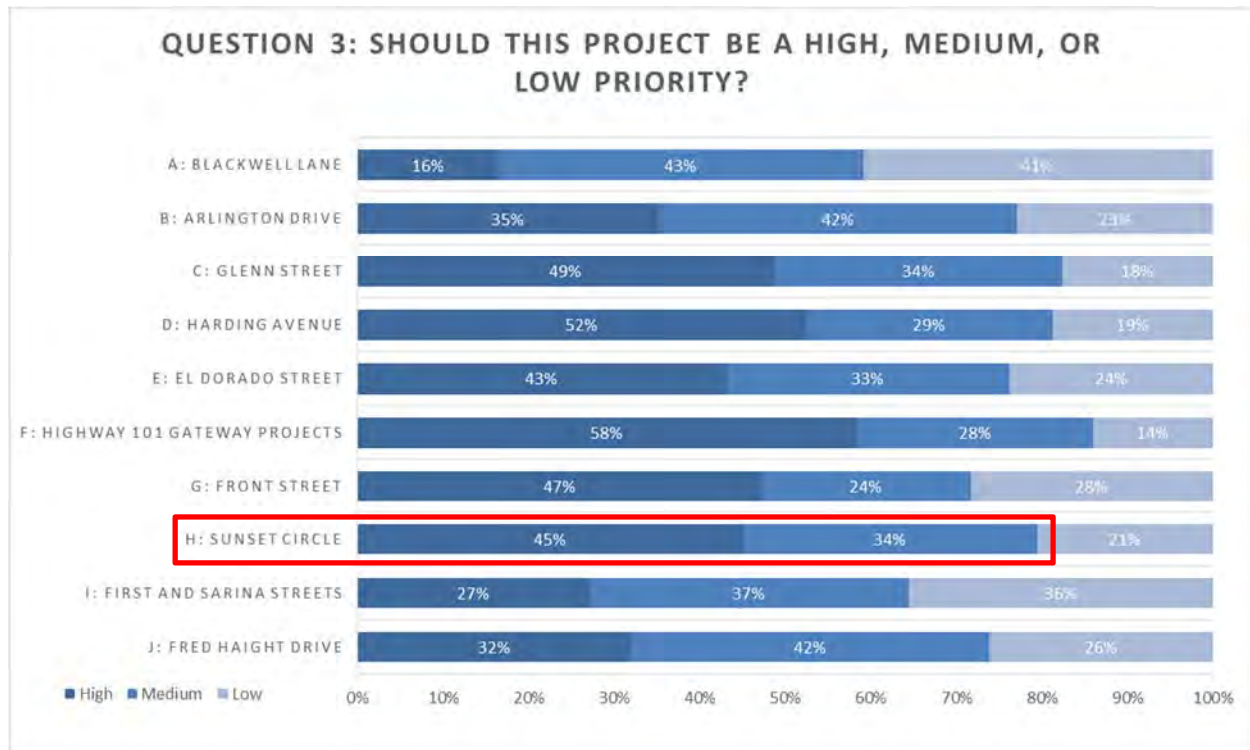


Figure 8 - Public Survey Question 3 Response

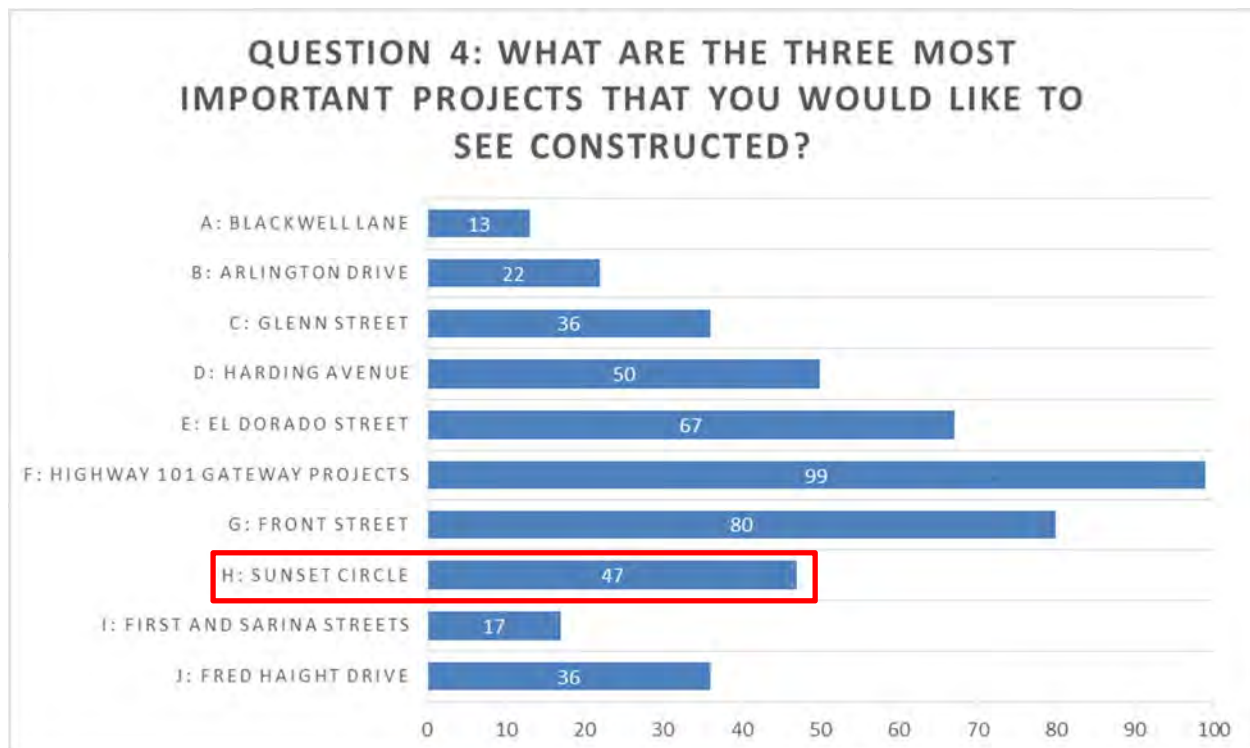


Figure 9 - Public Survey Question 4 Response



- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)**

Stakeholders will continue to be engaged per the adopted Active Transportation Plan. Mailing lists will be maintained and project updates will be vetted through a similar outreach effort as was done for the plan to business members, community health representatives, Crescent City, Del Norte County, the Harbor District, regional Tribes, the Chamber of Commerce, and the Building Healthy Communities initiative.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #4**

#### **QUESTION #4**

#### **IMPROVED PUBLIC HEALTH (0-10 points)**

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

**A. Describe the health status of the targeted users of the project/program/plan. (3 points max)**

In the *2015 County Health Rankings* published by the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute, Del Norte County was ranked 52nd out of 57 California Counties based on length and quality of life, and 44th out of 57 counties based on health behaviors, clinical care, social and economic factors, and the physical environment. Furthermore, the Office of Statewide Health Planning and Development has designated Del Norte County as a medically underserved area with a health professional shortage for primary care, mental health, and dental care<sup>2</sup>.

Melody Cannon, Program Manager for the Public Health Branch of the Del Norte County Department of Health and Human Services, was consulted to discuss specific health goals and objectives for the region and provided the following statistics:

- The ten leading causes of death in Del Norte County (in decreasing order) are cancer, heart disease, chronic lower respiratory disease, accidents, strokes, diabetes, chronic liver disease, pneumonia, suicide and Alzheimer's<sup>3</sup>. The total number of deaths fluctuate from year to year, but the top two causes are consistently cancer and heart disease which is consistent with the rest of California.
- Approximately 10% of adults in Del Norte County have been diagnosed with diabetes.<sup>4</sup> The average in California is approximately 8%.
- Less than 40% of 7th graders in Del Norte County are in the Healthy Fitness Zone for all 6 Physical Fitness Areas of the California Physical Fitness Test. The statewide average for each Physical Fitness Area varies from 61.5% to 88.2%<sup>5</sup>
- 20.1% of low-income children aged 5-19 in Del Norte County are obese and 15.4% are overweight.<sup>6</sup>
- 67% of adults in Del Norte County are overweight or obese and this percentage increased from 2007 to 2009.<sup>7</sup> Only 35.3% of adults surveyed in the Supplemental Nutrition Assistance Program

<sup>2</sup> Office of Statewide Health Planning and Development. <http://www.oshpd.ca.gov/>

<sup>3</sup> California Department of Public Health

<http://www.cdph.ca.gov/data/statistics/Pages/DeathStatisticalDataTables.aspx>

<sup>4</sup> California Health Interview Survey <http://healthpolicy.ucla.edu/>

<sup>5</sup> California Department of Education, California Physical Fitness Test

<http://data1.cde.ca.gov/dataquest/page2.asp?Level=County&submit1=Submit&Subject=FitTest>

<sup>6</sup> Pediatric Nutrition Surveillance System <http://www.dhcs.ca.gov/services/chdp/Pages/PedNSS2008.aspx>

<sup>7</sup> California Health Interview Survey <http://healthpolicy.ucla.edu/>



(SNAP-Ed) engaged in regular walking in the past week. 18.4% of adults surveyed reported not exercising in the past month.<sup>8</sup>

**B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)**

Del Norte County and its adjacent tribal lands is one of fourteen places in California participating in Building Healthy Communities, an initiative of the California Endowment to improve the health and safety of regional communities. One of the goals in the program is to have “residents [living] in communities with health promoting land-use, transportation, and community development”. Investment in the Sunset Circle Multi-Use Trail is consistent with this goal.

As part of this planning effort, statistics on community health indicators for Del Norte County have been compiled to measure the underlying health of the community and gauge the success of the program. The latest data collected in 2011 identified the following areas of community health that need improvement:

- Adults reporting a diagnosis of diabetes has increased
- Less than 40% of 7<sup>th</sup> graders are in the Healthy Fitness Zone for all 6 Physical Fitness Areas for the California Physical Fitness Test
- Children have higher obesity rates than the National Healthy People 2020 goals (9.6% for children ages 2-5, 15.7% for children ages 6-11, and 16.1% for children ages 12-19)
- 67% of adults are overweight or obese and this percentage increased between 2007 and 2009.
- Only 52% of adults were meeting the recommendations for physical activity in 2007.

The Centers for Disease Control and Prevention recognizes that “physical inactivity is a major contributor to the steady rise in rates of obesity, diabetes, heart disease, stroke, and other chronic health conditions in the United States.”<sup>9</sup> The Public Health Branch of the Del Norte County Health and Human Services Department has been proactive in addressing these issues with the Nutrition Education and Obesity Prevention/Supplemental Nutrition and Physical Activity Education (NEOP/Snap Ed) program and Get Fresh (Cal Fresh) which emphasize physical activity and nutrition. It is the intent of the Sunset Circle Multi-Use Trail to encourage active transportation choices and improve the region’s health. The proposed project will help address childhood and adult obesity, and address some of the leading causes of death in Del Norte County including heart disease (second), strokes (fifth), and diabetes (sixth).

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<sup>8</sup> Supplemental Nutrition Assistance Program

<sup>9</sup> Transportation Health Impact Assessment Toolkit

[http://www.cdc.gov/healthyplaces/transportation/promote\\_strategy.htm](http://www.cdc.gov/healthyplaces/transportation/promote_strategy.htm)





## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #5**

#### **QUESTION #5**

#### **BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

##### **A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)**

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

**Option 1:** Median household income, by census tract for the community(ies) benefited by the project:

\$ 34,921

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

**Option 2:** California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: N/A

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

**Option 3:** Percentage of students eligible for the Free or Reduced Price Meals Programs: N/A %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

**Option 4:** Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged



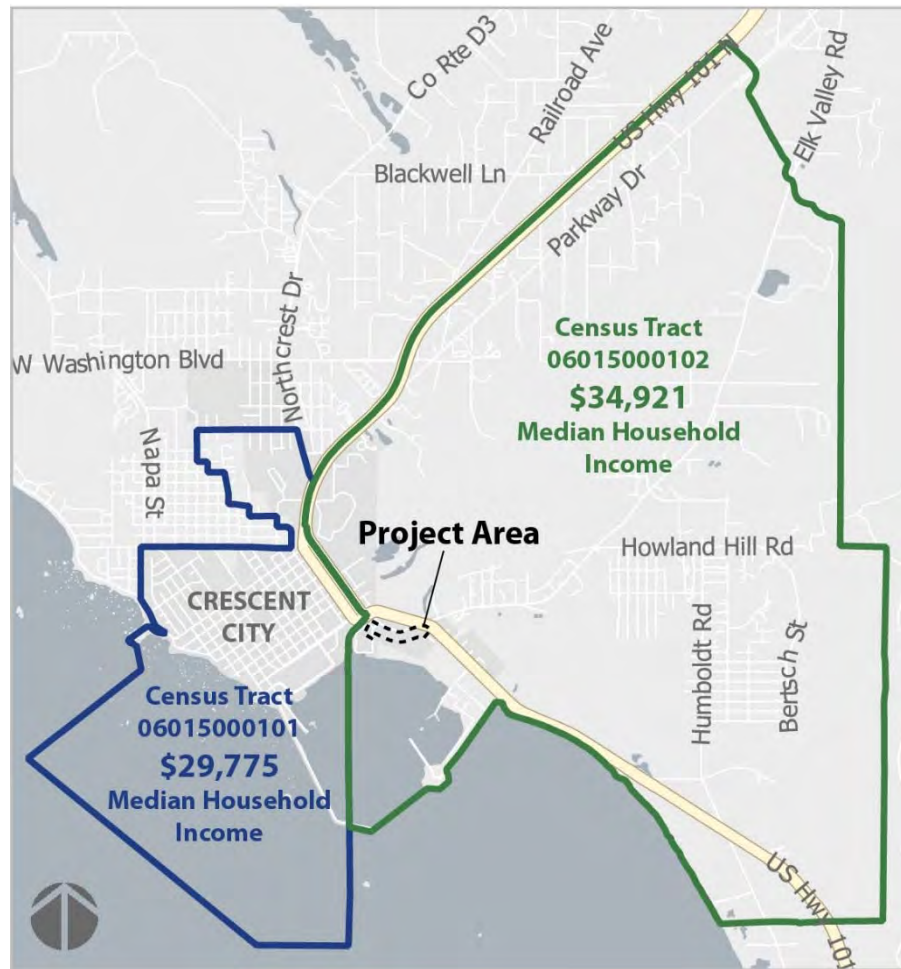


Figure 10 - Census Tract Data

The project is located in Census Tract 06015000102 and adjacent to Census Tract 06015000101. Both tracts qualify as disadvantaged communities per Option 1. Census Tract 06015000102 has a population of 3,923 and Census Tract 06015000101 has a population of 4,218.

**B. For proposals located within disadvantage community: (5 points max)**

What percent of the funds requested will be expended in the disadvantaged community? \_\_\_\_%  
Explain how this percent was calculated.

As shown in the map above, 100% of funds requested will be expended within and benefit disadvantaged communities.



**C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)**

**Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.**

The proposed project will provide a safe and convenient bicycle and pedestrian route to Downtown Crescent City for residents in the Elk Valley Rancheria neighborhood. This neighborhood has a median household income of only \$34,921, and many of its residents rely on non-motorized modes of transportation including walking and bicycling as part of their daily routine. The project will connect these residents to vital services in Downtown Crescent City including the Department of Health and Human Services, Rural Human Services, Crescent City – City Hall, Child Support Services, Del Norte County Public Library, the Post Office, the Cultural Center, Kid's Town Playground, and Fred Endert Municipal Pool. It will also provide a key connection to the City's only transit center which provides the disadvantaged communities it serves a reliable form of transportation to medical facilities outside of Crescent City that offer services that are otherwise unavailable in the City. The transit center also offers affordable transportation options to the Arcata airport.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #6**

#### **QUESTION #6**

**COST EFFECTIVENESS (0-5 POINTS)**

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

During the course of public outreach for the Active Transportation Plan, it was noted by the public and project team that an ancillary benefit of the project is that it will provide a parallel route to the proposed Hobbs Wall Trail. The Hobbs Wall trail is a joint effort between Crescent City, Del Norte County, and the Jedediah Smith Redwood State Park to create a shared-use path between eastern Crescent City and Redwood National and State Park. The project was identified as a regional priority in the 2011 Regional Transportation Plan, but has since proven to be cost prohibitive because of environmental mitigation and right-of-way requirements.

The Hobbs Wall Trail was downgraded as a priority in the recently approved Active Transportation Plan, which identified Sunset Circle as the missing link in a cost-effective route to Redwood National and State Park. The eastern terminus of the Sunset Circle project will tie into existing Class II and sidewalk facilities on Elk Valley Road, which will provide a comparable route as the Hobbs Wall Trail at a fraction of the cost. Recent construction cost estimates for the Hobbs Wall trail exceeded \$3 million, whereas the Sunset Circle



Figure 7 - Proposed alignment of Hobbs Wall Trail



Project will be constructed for \$800,000 and will provide a comparable benefit. The County fully supports the project, and has provided a letter of support in Attachment J.

Multiple alternatives were considered for the Sunset Circle Multi-Use trail, including moving the trail adjacent to the roadway and/or providing less of a buffer space to reduce right-of-way costs. Moving the trail adjacent to the roadway remains an option in the future, but currently does not meet Caltrans' design standards for separation from a roadway. This is currently being addressed with updated standards for Class IV bicycle facilities and may be an option for future consideration. A second alternative was analyzed that moved the shared-use path the minimum distance from the roadway per current design standards, but this would involve a significant amount of utility relocations. The current design was deemed the most cost-effective given current Caltrans design standards, however this will be re-evaluated with changes to Caltrans design standards.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

$$\left( \frac{\text{Benefit}}{\text{Total Project Cost}} \text{ and } \frac{\text{Benefit}}{\text{Funds Requested}} \right).$$

The input values for the cost/benefit analysis were as follows:

<b>Project Name:</b>	Sunset Circle Multi-Use Trail		<b>INFRASTRUCTURE</b>
<b>Project Location:</b>	Crescent City, CA		

<b>Bike Projects (Daily Person Trips for All Users) (Box 1A)</b>			
	Without Project	With Project	
Existing	90		
Forecast (1 Yr after completion)	90	116	
	Commuters	Recreational Users	
Existing Trips	10	30	
New Daily Trips (estimate)	5	15	
(1 YR after completion) (actual)			
<b>Project Information- Non SR2S Infrastructure</b>			
Bike Class Type	Bike Class I		
Average Annual Daily Traffic (AADT)	100		

<b>Project Costs (Box 1D)</b>			
Non-SR2S Infrastructure Project Cost	\$799,875		
SR2S Infrastructure Project Cost			
<b>ATP Requested Funds (Box 1E)</b>			
Non-SR2S Infrastructure	\$599,875		
SR2S Infrastructure			
<b>CRASH DATA (Box 1F)</b>			
	Last 5 Yrs	Annual Average	
Fatal Crashes		0	
Injury Crashes	2	0.4	
PDO		0	

<b>Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)</b>			
	Without Project	With Project	
Existing	158		
Forecast (1 YR after project completion)	158	202	
	Without Project	With Project	
Existing step counts (600 steps=0.3mi=1 trip)			
Existing miles walked			
<b>Safe Routes to School (SR2S) (Box 1C)</b>			
	Total		
Number of student enrollment			
Approximate no. of students living along school route proposed for improvement			
Percentage of students that currently walk or bike to school			
Projected percentage of students that will walk or bike to school after the project			

<b>SAFETY COUNTERMEASURES (Improvements) (Box 1G)</b>				<b>Y or N</b> (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads			
	Pedestrian crossing			
	Advance stop bar before crosswalk			
	Install overpass/underpass			
Unsignalized Intersection	Raised medians/refuge islands			
	Pedestrian crossing (new signs and markings only)			
	Pedestrian crossing (safety features/curb extensions)			
Roadways	Pedestrian signals			
	Bike lanes			Y
	Sidewalk/pathway (to avoid walking along roadway)			Y
	Pedestrian crossing (with enhanced safety features)			
<b>Other reduction factor countermeasures</b>				





This resulted in a benefit cost ratio of **2.66** for the total project and **3.55** for the project with matching funds.

<b>20 Year Invest Summary Analysis</b>	
Total Costs	\$799,875.00
Net Present Cost	\$769,110.58
Total Benefits	\$3,093,416.24
Net Present Benefit	\$2,048,706.21
Benefit-Cost Ratio	2.66

<b>20 Year Itemized Savings</b>	
Mobility	\$1,033,705.48
Health	\$124,460.54
Recreational	\$1,308,012.46
Gas & Emissions	\$20,759.22
Safety	\$606,478.55

Funds Requested	\$599,875.00
Net Present Cost of Funds Requested	\$576,802.88
Benefit Cost Ratio	3.55

Overall, the Benefit/Cost tool is a big improvement from the first call for projects. The standardization of the analysis and the ability to see “under the hood” with the Excel spreadsheet tabs is greatly appreciated. One area where the tool is still lacking is in the forecasting of future trips with the proposed project. Rural cities like Crescent City lack the resources to effectively model bicycle and pedestrian trips, and need to rely on academic research and studies to provide a “best guess” about future use. Since increased use is one of the key objectives of the Active Transportation Program, and plays such a critical role in the cost benefit analysis, it would be helpful if forecasting could be standardized in future rounds of funding to level the playing field among applications.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #7**

#### **QUESTION #7**

##### **LEVERAGING OF NON-ATP FUNDS (0-5 points)**

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

On May 14, 2015, the Del Norte Local Transportation Commission authorized by polled vote a **20% project match**, not to exceed \$200,000, for the Sunset Circle Multi-Use Trail if it is awarded ATP funding. This funding will be used in the same phases that the ATP funding is attributed.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #8**

**QUESTION #8**

**USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)**

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- ☐ Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- X No (If this application is NOT for a Plan, proceed to Step #2)**
- Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.
- Project Title
  - Project Description
  - Detailed Estimate
  - Project Schedule
  - Project Map
  - Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

**X Neither corps can participate in the project (0 points)**

- ☐ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

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- ☐ Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- ☐ Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #9**

#### **QUESTION #9**

#### **APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS**

***( 0 to-10 points OR disqualification)***

- A. ***Applicant:*** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The City has successfully delivered on all past projects administered through Caltrans Local Assistance.

- B. ***Caltrans response only:***

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.





## **Part C: Application Attachments**

***Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.***

### **List of Application Attachments**

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

<b>Application Signature Page</b> Required for all applications	<b>Attachment A</b>
<b>ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)</b> Required for all applications	<b>Attachment B</b>
<b>Engineer's Checklist</b> Required for Infrastructure Projects	<b>Attachment C</b>
<b>Project Location Map</b> Required for all applications	<b>Attachment D</b>
<b>Project Map/Plans showing existing and proposed conditions</b> Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	<b>Attachment E</b>
<b>Photos of Existing Conditions</b> Required for all applications	<b>Attachment F</b>
<b>Project Estimate</b> Required for Infrastructure Projects	<b>Attachment G</b>
<b>Non-Infrastructure Work Plan (Form 22-R)</b> Required for all projects with Non-Infrastructure Elements	<b>Attachment H</b>
<b>Narrative Questions backup information</b> Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	<b>Attachment I</b>
<b>Letters of Support</b> Required or Recommended for all projects (as designated in the instructions)	<b>Attachment J</b>
<b>Additional Attachments</b> Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	<b>Attachment K</b>

**Attachment A**

Application Signature Page



## **Part C: Attachments**

### **Attachment A: Signature Page**

**IMPORTANT:** Applications will not be accepted without all required signatures.

**Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board**

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board**  
***(For use only when appropriate)***

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

**For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official**  
***(For use only when appropriate)***

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

**For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval\***  
***(For use only when appropriate)***

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? \_\_\_\_\_ If yes, no signature is required. If no, the following signature is required.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

\* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

**Attachment B**

ATP – PROJECT PROGRAMMING REQUEST (ATP-PPR)

## ATP PROJECT PROGRAMMING REQUEST

Date: 5/7/2015

## Project Information:

<b>Project Title:</b> Sunset Circle Multi-Use Trail					
<b>District</b>	<b>County</b>	<b>Route</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>
1	Del Norte	Sunset Circle			

## Funding Information:

## DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				20				20	
PS&E				60				60	
R/W					314			314	
CON					406			406	
TOTAL				80	720			800	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				16				16	
PS&E				48				48	Notes:
R/W					251			251	
CON					325			325	
TOTAL				64	576			640	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

## ATP PROJECT PROGRAMMING REQUEST

Date: 5/7/2015

## Project Information:

Project Title: Sunset Circle Multi-Use Trail

District	County	Route	EA	Project ID	PPNO
1	Del Norte	Sunset Circle			

## Funding Information:

## DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				4				4	
PS&E				12				12	Notes:
R/W					63			63	
CON					81			81	
TOTAL				16	144			160	

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

**Attachment C**

Engineer's Checklist

## ATP Engineer's Checklist for Infrastructure Projects

### Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

#### Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

*Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

*By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.*

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

#### 1. Vicinity map /Location map

Engineer's Initials: WAS

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

#### 2. Project layout-plan/map showing existing and proposed conditions must:

Engineer's Initials: WAS

- a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

#### 3. Typical cross-section(s) showing existing and proposed conditions.

Engineer's Initials: WAS

*(Include cross-section for each controlling configuration that varies significantly from the typical)*

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

#### 4. Detailed Engineer's Estimate

Engineer's Initials: WAS

- a. Estimate is reasonable and complete.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost



5. **Crash/Safety Data, Collision maps and Countermeasures:**Engineer's Initials: WBS

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**Engineer's Initials: WBS

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: \_\_\_\_\_



N/A

- a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**Engineer's Initials: WBS

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

**Licensed Engineer:**Name (Last, First): Shunk, WilliamTitle: PrincipalEngineer License Number CA 79382Signature: William A. ShunkDate: 5/22/15Email: wshunk@echelontransportationgroup.comPhone: (916) 442-4986**Engineer's Stamp:**

**Attachment D**

Project Location Map

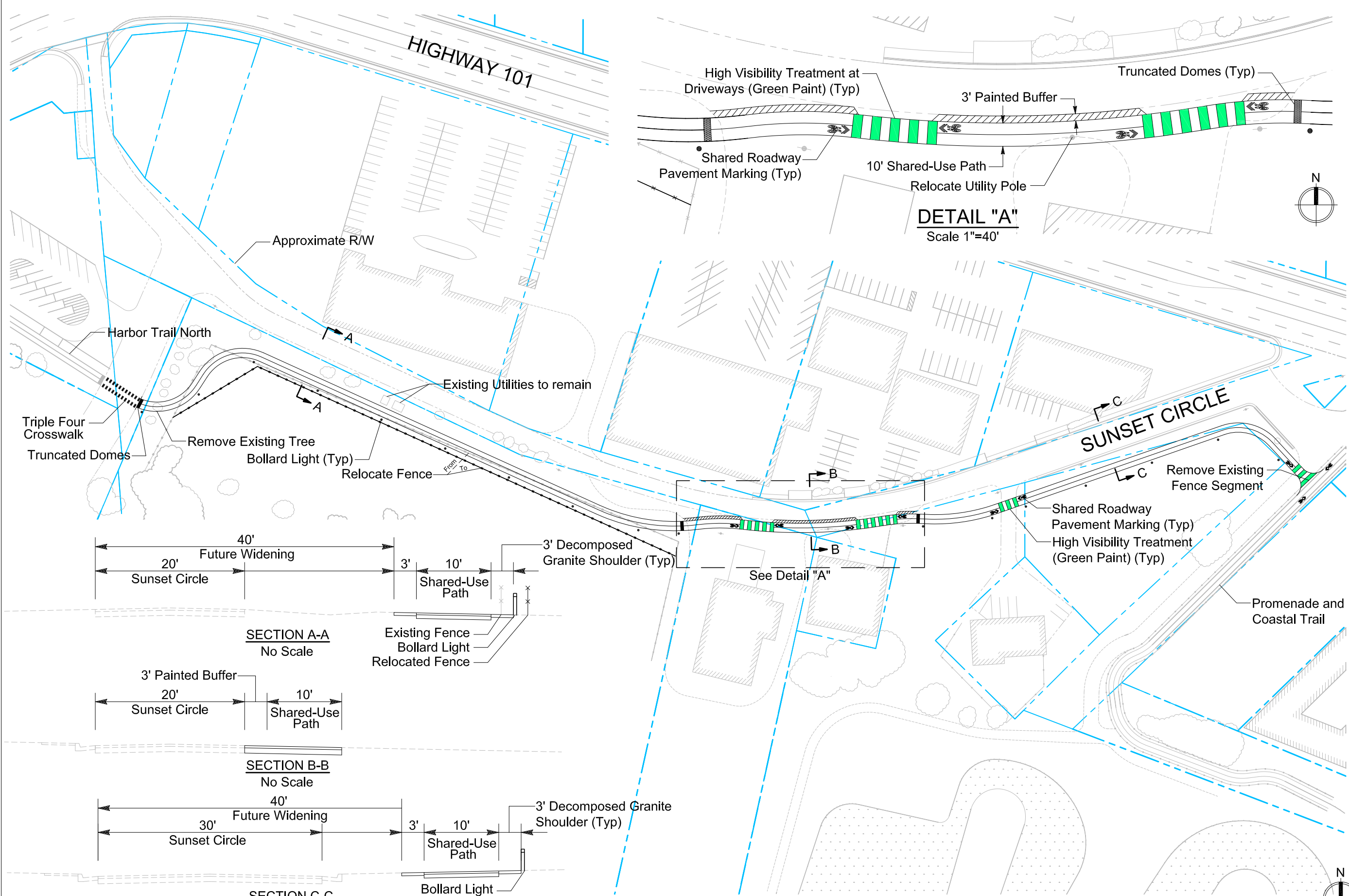


**Attachment E**

Project Map/Plans

Existing and Proposed Conditions







**SCALE 1"=100'**

**Project Plans**

REVISION	DATE



**CITY of CRESCENT CITY**  
377 J Street  
Crescent City, CA 95531  
(707) 464-9506 phone  
(707) 465-4405 fax  
ERIC WIER Director of Public Works



REGISTERED PROFESSIONAL ENGINEER  
WILLIAM A. SHUNK  
No. 70382  
Exp. 09/30/15  
CIVIL  
STATE OF CALIFORNIA

*City of Crescent City*  
**Sunset Circle Multi-Use Trail**  
*Preliminary Project Plans*  
**Geometric Approval Drawing**

JOB NO

DRAWN BY  
W Shunk

CHECKED BY  
A Engel

DATE  
May 4th, 2015

SCALE  
1" = 100'

SHEET NUMBER

**C1**

**Attachment F**

Photos of Existing Conditions



Bicyclist riding on Sunset Circle trying to avoid cars



Sunset Circle lacks basic bicycling and pedestrian facilities  
(Image courtesy of Google Earth)





High visibility pavement markings will make driveway conflict points safer  
(Image courtesy of Google Earth)



Highway 101 is the current alternate path with no bike lanes and multiple driveway conflicts  
(Image courtesy of Google Earth)



The Sunset Circle Multi-Use trail will provide a direct connection to the City's only Transit Center which provides routes to the Arcata Airport and nearby medical facilities

**Attachment G**

Project Estimate

Detailed Engineer's Estimate and Total Project Cost														
Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).														
Project Information:														
Agency:	Crescent City													
Application ID:	01-Crescent City-2					Prepared by:	William Shunk				Date:	5/5/2015		
Project Description:	The project will create a shared-use path that completes an existing network of high quality bicycle and pedestrian facilities parallel to Highway 101													
Project Location:	Crescent City, CA, on Sunset Circle adjacent to Highway 101													
Engineer's Estimate and Cost Breakdown:														
Engineer's Estimate (for Construction Items Only)						Cost Breakdown								
						Note: Cost can apply to more than one category. Therefore may be over 100%.								
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC		
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$	
1	Mobilization	1	LS	\$30,000.00	\$30,000	100%	\$300							
2	Traffic Control	1	LS	\$10,000.00	\$10,000	100%	\$100							
3	Water Pollution Control	1	LS	\$30,000.00	\$30,000	100%	\$300							
4	Relocate Fence	600	LF	\$10.00	\$6,000	100%	\$60							
5	Remove Fence	50	LF	\$50.00	\$2,500	100%	\$25							
6	Remove Tree	1	EA	\$500.00	\$500	100%	\$5							
7	Roadway Excavation	1100	CY	\$50.00	\$55,000	100%	\$550							
8	Minor Drainage Modifications	1	LS	\$10,000.00	\$10,000	100%	\$100							
9	Asphalt Concrete	300	TON	\$125.00	\$37,500	100%	\$375							
10	Aggregate Base	500	CY	\$75.00	\$37,500	100%	\$375							
11	Decomposed Granite	6500	SF	\$3.00	\$19,500	100%	\$195							
12	Bollard Lights	17	EA	\$2,000.00	\$34,000	100%	\$340							
13	Truncated Domes	8	EA	\$500.00	\$4,000	100%	\$40							
14	Roadway Signs	15	EA	\$500.00	\$7,500	100%	\$75							
15	4" Pavement Stripe	1350	LF	\$2.00	\$2,700	100%	\$27							
16	Thermoplastic Pavement Markings	1200	SF	\$5.00	\$6,000	100%	\$60							
Subtotal of Construction Items:					\$292,700		\$2,927							
Construction Item Contingencies (% of Construction Items): Enter in the cell to the right				25.00%	\$73,175									
Total (Construction Items & Contingencies) cost:					\$365,875									
Project Cost Estimate:														
Type of Project Delivery Cost					Cost \$									
Preliminary Engineering (PE)														
Environmental Studies and Permits(PA&ED):					\$	20,000								
Plans, Specifications and Estimates (PS&E):					\$	60,000								
Total PE:					\$	80,000	21.87%	25% Max						
Right of Way (RW)														
Right of Way Engineering:					\$	50,000								
Acquisitions and Utilities:					\$	264,000								
Total RW:					\$	314,000								
Construction (CON)														
Construction Engineering (CE):					\$	40,000	9.86%	15% Max						
Total Construction Items & Contingencies:					\$365,875									
Total CON:					\$	405,875								
Total Project Cost Estimate:					\$	799,875								

**Attachment I**

Narrative Questions Backup Information

<b>TABLE 17: Southwest POINT Schedule: Brookings to Klamath Falls</b>					
<b>Coast to Inland</b>			<b>Inland to Coast</b>		
<b>City</b>	<b>Arrive</b>	<b>Depart</b>	<b>City</b>	<b>Arrive</b>	<b>Depart</b>
Brookings - 624 Railroad Street		8:00a	Klamath Falls Amtrak	10:20a	10:30a
Smith River Lucky 7 Casino Store	8:15a	8:20a	Klamath Falls Shuttle Office	10:30a	10:45a
Crescent City	8:40a	8:45a	Great Meadows Snow Park	11:30a	11:35a
Hiouchi	9:05a	9:05a	White City- Cascade Bingo	12:20p	12:20p
Gasquet	9:17a	9:17a	Medford	12:50p	12:55p
Collier Tunnel Rest Stop	9:30a	9:40a	Ashland	1:15p	1:20p
OBrien	9:59a	9:59a	Medford Greyhound	1:40p	3:30p
Cave Junction - Junction Inn	10:05a	10:15a	Medford Airport	3:50p	4:00p
Selma	10:26a	10:26a	Gold Hill- Ray's Market	4:20p	4:25p
Grants Pass - Greyhound Station	11:00a	11:10a	Station	4:45p	4:50p
Gold Hill- Rays Market	11:30a	11:35a	Selma	5:17p	5:17p
Medford Airport	11:55a	12:05p	Cave Junction- Junction Inn	5:35p	5:40p
Medford Greyhound	12:20p	3:30p	OBrien	5:48p	5:48p
Ashland	3:55p	4:00p	Collier Tunnel	6:00p	6:10p
White City Cascade Bingo	4:25p	4:30p	Gasquet	6:31p	6:31p
Great Meadows Snow Park	5:15p	5:20p	Hiouchi	6:43p	6:43p
Klamath Falls Shuttle Office/Amtrak	6:05p		Crescent City	7:00p	7:05p
Del Norte County Stops			Smith River- Lucky 7 Casino	7:25p	7:30p
			Brookings- 624 Railroad St	7:50p	
Source: Southwest Point <a href="http://www.southwest-point.com/">http://www.southwest-point.com/</a> .					

- ♦ Class I (Bike Path) – Provides a completely separated right-of way for bicyclists and pedestrians with cross flow by vehicles minimized.
- ♦ Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.
- ♦ Class III (Bike Route) – A signed route along a street or highway which provides a shared-use with other vehicles.

The 2008 American Community Survey from the US Census provides information on the mode of travel to work. According to the Census, only 1 percent of Del Norte workers biked to work while nearly 5 percent walked to work. Additionally, 36 percent of the County residents commute time is 10 minutes or less. This indicates that an improved bicycle network could encourage bicycle use.

The majority of existing non-motorized facilities in Del Norte County is Class III bikeways (shared use with pedestrians or motor vehicle traffic); however Class I and Class II routes are being built and upgraded. Major bikeways in the county include:

- ♦ ***Pacific Coast Bike Route:*** The overall route runs from Vancouver, British Columbia to Imperial Beach, California along the Pacific Ocean coast. In total, the route encompasses 1,830 miles. Within Del Norte County, the route begins at the Oregon border and generally follows US Highway 101 except in northern Crescent City where it follows Northcrest Drive to Lake Earl Drive and in Smith River where it follows, Sarina Road to First Street to Fred Haight Drive and is classified as a Class II and Class III bikeway, depending on location.
- ♦ ***Coastal Trail:*** The California Coastal Trail (CCT) is a network of public trails for walkers, bikers, equestrians, wheelchair riders along the California Coastline. The trail is roughly half complete. Per the RTP Guidelines, RTPAs must address the CCT in their RTPs. In the Del Norte region, the Coastal Trail (a small portion of the CCT) is a joint project between Del Norte, Crescent City and the Harbor



District and will have four segments. Travelling north to south: Point St. George Trail, Pebble Beach Trail, Lighthouse Trail and Harbor Trail. The route is classified as Class I, II and III bikeways, depending on location, and extends along Pebble Beach Drive, 5<sup>th</sup> Street, B Street and A Street from Point St. George to Battery Point Lighthouse parking lot, to the Cultural Center on Front Street, passing south of the Crescent City limits along the harbor to Anchor Way and US 101. This route is intended for many users, including commuters and recreational bicyclists. Not all segments of this trail have been constructed, and improvements are planned for the areas that currently use public streets. Existing segments of the Coastal Trail are:

*Pebble Beach Trail*

- B Street from Lighthouse Trail to 2nd Street
- 2nd from B Street to A Street
- A Street from 2nd Street to 5th Street
- 5th Street from A Street to Pebble Beach
- Pebble Beach from 5th to City Limits

*Lighthouse Trail*

- Battery Point Lighthouse to Front Street (Cultural Center)

*Harbor Trail*

- Front Street (from the Cultural Center) to Sunset Circle and Vance
- Through the Harbor
- Starfish Way to Anchor Way
- Anchor Way to Highway 101
- Class I & III: From Cultural Center to City Limits via Sunset Circle

*Coastal Trail*

- Pebble Beach
- South Beach to Enderts Beach
- False Klamath Cove to Requa

Crescent City has a system of exiting bikeways that provide access to schools, businesses and residential areas, and are primarily used by commuters and recreational bicyclists. These bikeways include:

*Class II*

- Washington Blvd from Parkway Drive to Pebble Beach Drive
- Inyo Street from Hamilton Avenue to Washington Blvd
- Hamilton Avenue from Inyo Street to Eldorado Street

*Class III*

- Fresno Street from Hamilton Avenue to Pacific Avenue
- Pacific Avenue from the H Street and Meridian Street intersection to Pebble Beach Drive
- Northcrest Drive from Washington Blvd to Blackwell Road

Additional Class II and Class III bikeways are located in other areas within Del Norte. These include:

*Class II*

- Parkway Drive from US 101 to Hwy 199
- Northcrest Drive from Washington Blvd to Blackwell Lake
- Lake Earl Drive from Blackwell Lane to US 101 North (at Dr. Fine Bridge)

# Del Norte Local Transportation Commission

## Bike and Pedestrian Survey

We invite you to join us in shaping the future of walking and biking in Del Norte County. The Del Norte Local Transportation Commission (DNLTC) is evaluating pedestrian and bicycle improvements throughout the County. The locations of the proposed improvements are highlighted on the map below, while the survey on the reverse side provides additional details for each improvement project and return instructions. Please complete and return the attached survey - we look forward to hearing from you.



For the locations listed below, please answer the following three questions:

Q1: Do you currently walk or bicycle in the immediate area? (Circle one)

Q2: Would you walk or bicycle if new facilities were constructed? (Circle one)

Q3: Should this project be a high, medium, or low priority? (Circle one)

Please mail your completed survey to  
**Del Norte Local Transportation Commission**  
**1301 Northcrest Drive, PMB 16**  
**Crescent City, CA 95531**  
 or you may access the survey online at  
**[www.dnltc.org](http://www.dnltc.org)**

<b>A Blackwell Lane</b> New bike lane on Blackwell Lane between Lake Earl Drive and Railroad Avenue to connect residents to the existing bike path on Lake Earl Drive.	<b>Q1:</b> Frequently Sometimes No <b>Q2:</b> Frequently Sometimes No <b>Q3:</b> High Medium Low
<b>B Arlington Drive</b> New sidewalks on Arlington Drive between Adams Avenue and W Washington Boulevard to provide a safe route to Mary Peacock Elementary School.	<b>Q1:</b> Frequently Sometimes No <b>Q2:</b> Frequently Sometimes No <b>Q3:</b> High Medium Low
<b>C Glenn Street</b> New sidewalk on Glenn Street between Small Avenue and Hamilton Avenue to provide a safe pedestrian path to Bess Maxwell Elementary School.	<b>Q1:</b> Frequently Sometimes No <b>Q2:</b> Frequently Sometimes No <b>Q3:</b> High Medium Low
<b>D Harding Avenue</b> New sidewalks on W Harding Avenue between El Dorado Street and Breen Street to provide a safe pedestrian path to Del Norte Community Day School/McCarthy Center.	<b>Q1:</b> Frequently Sometimes No <b>Q2:</b> Frequently Sometimes No <b>Q3:</b> High Medium Low
<b>E El Dorado Street</b> New sidewalk and bike lanes on El Dorado Street that provide a continuous connection from Pacific Avenue to Bess Maxwell Elementary School.	<b>Q1:</b> Frequently Sometimes No <b>Q2:</b> Frequently Sometimes No <b>Q3:</b> High Medium Low
<b>F Highway 101 Gateway Projects</b> New sidewalk, bicycle lanes, and pedestrian crossings on Highway 101 between Parkway Drive and Anchor Way in conjunction with other features to slow down automobile traffic.	<b>Q1:</b> Frequently Sometimes No <b>Q2:</b> Frequently Sometimes No <b>Q3:</b> High Medium Low
<b>G Front Street</b> New sidewalk and bicycle lanes on Front Street and reducing Front Street from four lanes to two lanes.	<b>Q1:</b> Frequently Sometimes No <b>Q2:</b> Frequently Sometimes No <b>Q3:</b> High Medium Low
<b>H Sunset Circle</b> New paved path for bicyclists and pedestrians on Sunset Circle to link the existing path at Beach Front Park with the recently constructed path at the harbor.	<b>Q1:</b> Frequently Sometimes No <b>Q2:</b> Frequently Sometimes No <b>Q3:</b> High Medium Low
<b>I First and Sarina Streets</b> New bike lanes on Sarina Streets to provide a safer route for bicyclists on the Pacific Coast Bike Route and residents of Smith River.	<b>Q1:</b> Frequently Sometimes No <b>Q2:</b> Frequently Sometimes No <b>Q3:</b> High Medium Low
<b>J Fred Haight Drive</b> New bike lanes on Fred Haight Drive from First Street to Highway 101 to provide a safe route for bicyclists between Smith River and Fort Dick.	<b>Q1:</b> Frequently Sometimes No <b>Q2:</b> Frequently Sometimes No <b>Q3:</b> High Medium Low

What are the three most important projects that you would like to see constructed? (Circle three)

- A** Blackwell Lane
 **B** Arlington Drive
 **C** Glenn Street
 **D** Harding Avenue
- E** El Dorado Street
 **F** Highway 101 Gateway Projects
 **G** Front Street
- H** Sunset Circle
 **I** First and Sarina Streets
 **J** Fred Haight Drive

## 2015 ECONOMIC SUMMIT REGISTRATION

Last Name	First Name	Organization	
Achziger	Mark	Bicoastal Media	
Adams	Kevin	Del Norte Co. Unified School District	
Adams	Terry	Barron's Home Furnishings	
Allard	Sara	Castle Rock Countertops	
Alton	Sue	College of the Redwoods	
Anderson	Alex	Del Norte High School Student	
Babcock McCallum	Leann	Smith River Rancheria	
Bailey	Pat	Crescent City Harbor Commissioner	
Bancroft	Randy	Rural Human Services	
Bareggi	Susan	Cal-Ore Life Flight	
Barfels	Tiphonie	DNHS CAD Class	
Barland	Jerome	Individual	
Benner	Andrea	Spectrum Business	
Berkowitz	Bob	Lifestyles Research Co.	
Bern	Connie Battles	Redwood National Park	
Bern	Mike	New Dawn Support Services	
Blatnik	Gary	Individual	
Bommelyn	Loren	Smith River Rancheria Tribal Council	
Boyd	Billy	DNHS CAD Class	
Bradford	Craig	Big Rock Community Services Dist.	
Brown	Kirk	Crescent Land Title	
Brown	Tiffany	Fisherman's Restaurant	
Brubaker	Jermaine	Opportunity youth Initiative	
Burke	Barbara	The Gallery of Arts & Culture	
Cajita	Silvia	Del Norte High School Student	
Camarena	Terri	Smith River Rancheria	
Campbell	Robin	Rural Human Services	
Campbell	Shayla	Del Norte High School Student	
Carrillo	Michelle	Building Healthy Communities	
Carson	Kelley	Frontier Communications	
Chadwick	Amanda	U.S. Bank	
Clinton	Randall	NorthCoast Health Screening	
Clinton	Sydney	NorthCoast Health Screening	
Coney	Danielle	Tolowa Nation	
Cooper	Eileen	Friends of Del Norte	
Corcoran	Rose	Sutter Coast Hospital	
Cox	Hannah	DNHS CAD Class	
Daugherty	Susan	Border Coast Regional Airport Authority	
Davis	Jeremy	Sutter Coast Hospital	
Davis	John	Green Diamond Resource Company	
Degler	Devin	Del Norte High School Student	
Duncan	Wyatt	DNHS CAD Class	
Durkee	Matt	Del Norte Triplicate	
Dytewski	Karli	Del Norte Economic Development Corp.	
Enea	Rich	Council Member, City of Crescent City	
Estrada	Erica	Rural Human Services	
Fansler	Traci	Accounting & More	
Feller	Scott	Rural Human Services	Harbor Commissioner
Finigan	David	Del Norte County Board of Supervisors	
Folmar	Kristin	PenAir	
Gavin-Tygart	Billie Kaye	6 Degrees of Celebration	
Gillespie	Don	Friends of Del Norte	
Ging	John	Coastmasters	
Ging	Linda	Individual	
Gitlin	Roger	Del Norte County Board of Supervisors	
Greene	Cass	Cass Greene Photography	
Greenough	Angela	Del Norte County Republican Party	Del Norte Co. Unified School Board M
Griffin	Kris	Coast Central Credit Union	
Guevara	Bill	Smith River Rancheria	Castle Island Getaway
Haban	James	Del Norte Triplicate	
Hall	Lenora	Smith River Rancheria	
Hamm	Matt	DNHS CAD Class	
Hanna	Mitch	Sutter Coast Hospital	
Hartley	Don	DNHS CAD Class	
Hartwick	Kevin	Wild Rivers Community Foundation	
Hatfield	Randy	Del Norte County Fair	
Henderson	Adrian	Del Norte High School Student	
Hendrickson	Deborah	North Woods Realty	
Hernandez	Christy	Rural Human Services Workforce Center	
Hoblin	Bill	Spectrum Business	
Holley	Rick	Council Member, City of Crescent City	
Hoone	Tim	Smith River Rancheria	
Howard	Chris	Del Norte County Board of Supervisors	
Howard	Lisa	Del Norte High School Teacher	
Inscore	Blake	Council Member, City of Crescent City	
Jackson	Steven	New Dawn Support Services	
Japp	Brandon	Del Norte High School Student	
Jeffcoat	David	Del Norte Triplicate	
Jennings	Don	Elk Valley Rancheria	
Jennings	Dylan	Del Norte High School Student	
Johnson	Rory	College of the Redwoods	
Joshi	Hena	Del Norte High School Student	
Judnich	Fred	Individual	
Kime	Heidi	Pacific Northwest Physical Therapy	
Knowlton	Derek	Del Norte High School Student	
Kostick	Justin	Green Diamond Resource Company	
Landeros	Jorge	DNHS CAD Class	
Lauble	Brett	DNHS CAD Class	
Leitner	Matthew	Border Coast Regional Airport Authority	
Leighton	Tamera	DN Local Transportation Commission	

Levi	Michael	DNHS CAD Class	
Levi	Sarah	Del Norte High School Student	
Littlefield	Rick	Wild Rivers Market	
Lo	Rocky	Del Norte High School Student	
Loughry	Sharyn	Crescent City/Del Norte County	Chamber of Commerce
Maltbie	Ky		
Maple	Nicole	U.S. Bank	
Marques	Kassi	Coast Central Credit Union	
Martin	Calie	Del Norte County Republican Party	
Martin	Jan	Del Norte Republican Women	
Martin	Linda	Elk Valley Rancheria	
Martinez	Jonathan	Del Norte High School Student	
Mathews	Carol	Board of Trustees	College of the Redwoods
Mattz	Jack	Yurok Tribe	
McCarthy	Pamela		
McClafin	Stacy	Elk Valley Casino	
McClure	Martha	Del Norte County Board of Supervisors	
McDonald	Connie	Soul Feet	
McGray	Bobbie	Elk Valley Rancheria	
McGuire	Mike	California State Senator	
Mendenhall	Monte	Pacific Power	
Mercado	Jessica	Del Norte Economic Development Corp.	
Micheletti	Don	RHS Board President	
Miles	Joan	Del Norte Triplicate	
Miller	Dale A.	Elk Valley Rancheria	
Minsal	Ivan	Police Chief, Crescent City Police Dept.	
Minsal	Laurie	Unity / ministry	
Molina	Bre	Del Norte High School Student	
Moorehead	Darrell	NUN CE	
Murray	Kathryn	Council Member, City of Crescent City	
O'Brien	Mike	Bicoastal Media	
Olson	Debbie	North Woods Realty	
Palazzo	Eugene	City Manager, City of Crescent City	
Parker	Robyn	DNHS CAD Class	
Parmar	Jeff	Crescent City/Del Norte County	Chamber of Commerce & Visitors Bur
Percy	Hunter	DNHS CAD Class	
Peters	Jim	Del Norte Association of Realtors	
Peters	Krissy	Wild Rivers Community Foundation	
Peterson	Julia	College of the Redwoods	
Phillips	Ron	Crescent City Harbor Commissioner	
Ratnour	Billy	Del Norte High School Student	
Rebich	Karlene	Senator McGuire's Office	
Reed	Emily	Del Norte Triplicate	
Reed	Rob	Bicoastal Media	
Rideout	Connor	DNHS CAD Class	
Roemer	Dave	Redwood National Park	
Rosales-Gamez	Rosa	Del Norte High School Student	
Rumiano	Baird	Rumiano Cheese Company	
Rumiano	Joby	Rumiano Cheese Company	
Sanchez	Gladis	Rural Human Services	
Sanders	Karen	Del Norte County Republican Party	
Schmidt	Michael	Suburban Propane	
Shanle-Hutzell	René	Bicoastal Media	
Shorty	Tacheenee	Del Norte High School Student	
Shunk	Bill	Echelon Transportation Group	
Slagle	David	The Hambro Group	
Small	Jeremy	Harbrook Jewelers	
Smith	Connor	Del Norte High School Student	
Souza	Ted	Friends of Del Norte	
Storr	Charlene M.	Tolowa Nation	
Stremberg	Kurt	Stremberg Realty	
Guest		Sutter Coast Hospital	
Sweet	Dan	Coast Central Credit Union	
Sydathong	Kevin	DNHS CAD Class	
Tarbell	Gail	Yurok Indian Housing Authority	
Tavasci	Lane	Crescent City Harbor District	
Thoma	Rick	California Highway Patrol	
Towne	Sara	Bicoastal Media	
Trask	Tami	Del Norte County Republican Party	
Valadao	Heidi	Elk Valley Rancheria	
Vallett	John	California State Parks	
Van Pelt	Jeff	DNHS CAD Class	
Vosburg	Cindy	Del Norte Triplicate	
Wakefield	Matt	Cholwell, Benz & Hartwick	
Walter	Joel	Frontier Communications	
Webb	Mechelle	Del Norte County Republican Party	
Wellman	Jennifer	Chart Room	
Wells	Cara	Smith River Rancheria	
West	Aaron	Del Norte Triplicate	
Westbrook	Alec	Del Norte High School Student	
Westbrook	Beverly	Del Norte Economic Development Corp.	
Wier	Amber	North Coast SBDC	
Wigley	Bill	Ming Tree Real Estate	
Yarak	Darryl	Smith River Rancheria	
Yarbrough	Jamie	Smith River Industries	
Zorn	Donna	Ming Tree Real Estate	
Zottola	Gina	Wild Rivers Community Foundation	
Zwan	Theresa	Del Norte Workforce Center	
Werschull	Grant	Smith River Alliance	
Neal	Sandy	SBDC	
Jerabek	Sandra	Tolowa Dunes Stewards (?)	
Rojas	Grecia	The North	
Pritchett	John	Del Norte Ambulance	
Quast	Beth	Charter/Spectrum Business	

**William Shunk**

---

**From:** Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>  
**Sent:** Monday, May 18, 2015 11:02 AM  
**To:** William Shunk; inquiry@atpcommunitycorps.org  
**Cc:** ewier@crescentcity.org; tamera@dnltc.org; ATP@CCC; Hsieh, Wei@CCC; Ortega, Raquel@CCC; Notheis, Larry@CCC  
**Subject:** RE: ATP Application: Sunset Circle Multi-Use Trail

Hi William,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

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**From:** William Shunk [mailto:WShunk@echelontransportationgroup.com]  
**Sent:** Friday, May 15, 2015 10:27 AM  
**To:** ATP@CCC; inquiry@atpcommunitycorps.org  
**Cc:** ewier@crescentcity.org; tamera@dnltc.org  
**Subject:** ATP Application: Sunset Circle Multi-Use Trail

Dear Wei Hsieh and Danielle Lynch,

On behalf of Crescent City and the Del Norte Local Transportation Commission, I am pleased to submit the Sunset Circle Multi-Use Trail ATP application for consideration of California Conservation Corps and Certified Community Conservation Corp participation.

Project Title: Sunset Circle Multi-Use Trail

Project Description: The Sunset Circle Multi-Use Trail will create a shared-use path that completes an existing network of high-quality bicycle and pedestrian facilities that provide a parallel route to Highway 101.

Detailed Estimate, Project Schedule, Project Map, Preliminary Plans: See attached

Please let me know if you have any questions or need anything else to make your determination.

Thanks in advance for your help,



Bill

**William A. Shunk**, PE, QSD

*Principal*

**ECHELON TRANSPORTATION GROUP**

2523 J Street, Suite 204 | Sacramento, CA 95816

(916) 442-4986 [main]

(916) 276-7947 [direct]

[www.EchelonTransportationGroup.com](http://www.EchelonTransportationGroup.com)

## William Shunk

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**From:** Active Transportation Program <inquiry@atpcommunitycorps.org>  
**Sent:** Thursday, May 21, 2015 11:29 AM  
**To:** William Shunk  
**Cc:** atp@ccc.ca.gov; ewier@crescentcity.org; Tamera Leighton  
**Subject:** Re: ATP Application: Sunset Circle Multi-Use Trail

Hi,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

Monica

On Fri, May 15, 2015 at 10:26 AM, William Shunk <[WShunk@echelontransportationgroup.com](mailto:WShunk@echelontransportationgroup.com)> wrote:

Dear Wei Hsieh and Danielle Lynch,

On behalf of Crescent City and the Del Norte Local Transportation Commission, I am pleased to submit the Sunset Circle Multi-Use Trail ATP application for consideration of California Conservation Corps and Certified Community Conservation Corp participation.

Project Title: Sunset Circle Multi-Use Trail

Project Description: The Sunset Circle Multi-Use Trail will create a shared-use path that completes an existing network of high-quality bicycle and pedestrian facilities that provide a parallel route to Highway 101.

Detailed Estimate, Project Schedule, Project Map, Preliminary Plans: See attached

Please let me know if you have any questions or need anything else to make your determination.

Thanks in advance for your help,

Bill

**William A. Shunk**, PE, QSD

*Principal*

## ECHELON TRANSPORTATION GROUP

2523 J Street, Suite 204 | Sacramento, CA 95816

[\(916\) 442-4986](tel:(916)442-4986) [main]

[\(916\) 276-7947](tel:(916)276-7947) [direct]

[www.EchelonTransportationGroup.com](http://www.EchelonTransportationGroup.com)

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**Monica Davalos** | Legislative Policy Intern  
Active Transportation Program  
California Association of Local Conservation Corps  
1121 L Street, Suite 400  
Sacramento, CA 95814  
[916.426.9170](tel:916.426.9170) | [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

**Attachment J**

Letters of Support

May 21, 2015

California Department of Transportation  
Chief, Office of Active Transportation & Special Programs  
Division of Local Assistance  
P.O. Box 942874, MS-1  
Sacramento, CA 94274-0001

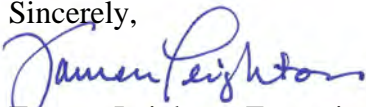
Active Transportation & Special Program Chief:

The Del Norte Local Transportation Commission (DNLTC) and its member agencies have recently consolidated the complete street and active transportation elements in an Active Transportation Plan. The plan took a critical look at regional active transportation projects, and vetted them based on their potential to increase bicyclist and pedestrian use and safety while considering their cost effectiveness, feasibility, and public support. This analysis was essential in developing a fiscally-constrained list of projects that will focus our limited regional resources on projects that will have the biggest benefit to our community. Over fifty active transportation projects were analyzed in this manner, with only four projects being selected as "focus projects". The Sunset Circle Multi-Use Trail is one of the four focus projects in the Active Transportation Plan.

Sunset Circle was identified as a regional priority because members of the public indicated that improvements at this location are among the most likely to increase active transportation and it will provide a safe alternative to walking on US Highway 101. It is the last significant gap in the California Coastal Trail in Crescent City, and will complete a high-quality network of bicycle and pedestrian facilities parallel to US Highway 101. The project will immediately provide a safe and convenient route for commuters, recreational users, and tourists who are using the existing trail system today but who often use the US Highway in the project area. The trail will be located adjacent to lodging, tourist destinations, Downtown Crescent City, and a recreational vehicle campground.

To show our commitment to the project the DNLTC has agreed to match 20% of the ATP funding request, up to \$200,000. This is a significant investment for our rural county, but underscores the value we place in our Active Transportation Plan. Please consider this a letter of recommendation without reservation for the Sunset Circle Multi-Use Trail project.

Sincerely,



Tamera Leighton, Executive Director  
Del Norte Local Transportation Commission

Cc: City of Crescent City



**COUNTY OF DEL NORTE**  
**COMMUNITY DEVELOPMENT DEPARTMENT**  
981 H STREET, SUITE 110  
CRESCENT CITY, CA 95531  
FAX – (707) 465-0340

Planning	Engineering & Surveying	Roads	Building Inspection	Environmental Health	Code Enforcement
(707) 464-7254	(707) 464-7229	(707) 464-7238	(707) 464-7253	(707) 465-0426	(707) 464-7254

May 21, 2015

California Department of Transportation  
Division of Local Assistance, MS 1  
P.O. Box 942874  
Sacramento, CA 94274-0001

**RE: SUNSET CIRCLE MULTI-USE TRAIL ATP APPLICATION**

Dear Caltrans:

The completion of the California Coastal Trail and the development of the Crescent City and Harbor waterfront remains a top priority for the region. With the recent completion of the Harbor Trail, there is an existing gap in the Coastal Trail along Sunset Circle between Beach Front Park and the Harbor. Shared-use facilities have been identified in this gap to capitalize on recent improvements to the waterfront, and to act as a catalyst for future projects including the Front Street Active Transportation Project and the redevelopment of Beach Front Park.

Although this project will not directly affect County right-of-way, it will complete a critical east-west connection to Elk Valley Road and its existing Class II facilities and sidewalks. This will create a continuous bicycle and pedestrian route between Crescent City and Jedediah Smith Redwood State Park which is a high priority for the County. This connection was previously planned for with the Hobbs Wall Trail project, but environmental mitigation and right-of-way issues have made its implementation cost prohibitive. The Sunset Circle Multi-Use trail will achieve this critical connection at a fraction of the cost.

This connection will serve residents near the Elk Valley Rancheria and provide a parallel route to Highway 101 to Downtown Crescent City. It will improve bicyclist and pedestrian safety in the region, complete a high-quality network of existing bicycle and pedestrian facilities, and encourage recreational use of the Harbor and Beachfront Park. I believe that this project will be a great improvement for the region, and support its application for ATP funding consideration.

Sincerely,

Heidi Kunstal  
Director  
Del Norte County Community Development Department





**COUNTY OF DEL NORTE**  
DEPARTMENT OF HEALTH AND HUMAN SERVICES  
PUBLIC HEALTH BRANCH

880 Northcrest Drive  
Crescent City, California 95531

Phone  
(707) 464-3191

Fax  
(707) 465-1783

May 21, 2015  
California Department of Transportation  
Division of Local Assistance, MS 1  
P.O. Box 942874  
Sacramento, CA 94274-0001

**RE: SUNSET CIRCLE MULTI-USE TRAIL ATP APPLICATION**

Dear Caltrans:

I am writing to provide my full support for the Sunset Circle Multi-Use Trail ATP grant application. This project represents a great opportunity to encourage active transportation choices in our community and reverse a local trend of declining public health due to physical inactivity. This decline is based in part on our existing transportation infrastructure that focuses on motor vehicle travel, and has resulted in an alarming rise in health conditions including obesity, diabetes, and heart disease.

In the *2015 County Health Rankings* published by the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute, Del Norte County ranked 52nd out of 57 California Counties based on length and quality of life, and 44th out of 57 counties based on health behaviors, clinical care, social and economic factors, and the physical environment. Surveys show that 67% percent of adults in Del Norte County are overweight or obese, 10% have been diagnosed with diabetes, and only 52% meet minimum recommendations for physical activity.

The Del Norte County Health and Human Services Department has been proactive in addressing these issues with the Nutrition Education and Obesity Prevention/Supplemental Nutrition and Physical Activity Education (NEOP/Snap Ed) and Get Fresh (Cal Fresh) programs which emphasize physical activity and nutrition. Unfortunately these efforts can only do so much when residents view existing active transportation facilities as unsafe or inconvenient. The proposed improvements to Sunset Circle will create a regional trail system that will make walking and bicycling an attractive and convenient form of transportation for recreational users, commuters, and visitors, and improve our region's health.

Please feel free to contact me if you have any questions.

Sincerely,

Melody Cannon-Cutts  
Program Manager, Public Health Branch  
Del Norte County Department of Health and Human Services

Chris Butner  
CompleteStreetsAdvocate.org  
609 J Street, Room A  
Arcata, CA 95521  
May 17, 2015

To whom it may concern,

CompleteStreetsAdvocate.org was created to help inspire others in multi-modal transportation ideas, with an emphasis on non-motorized transportation. Sharing stories on why non-motorized infrastructure is so important for the people and the positive benefits it will have on our economy. CompleteStreetsAdvocate.org interacts with the public and directly engages with public agencies to participate in the public process.

This past January I had the privilege of riding the Harbor Trail and Promenade Trail in Crescent City. This was just a wonderful visit, and I have shared images of the trip on my blog. The community very well received this article. The local economic development agency showed their support. The article received a large number of shares on social media, and was featured online by the local chamber of commerce.

Along the trail you will find such things as: a community pool, a public library, children's playgrounds, a skate park, waterfront parks, disc golf course, B Street Pier, a Jetty, numerous benches and picnic tables. South beach is easy to access by the Harbor District (watch surfers at South Beach), and just in general unlimited enjoyment along the trail.

There was one gap in the trail at Sunset Cr (which is the proposed project area). Being that the existing trail is part of the official coastal trail, it was disappointing to experience this trail gap. This gap causes some users to choose between enjoying the south end, or north end (as if it is two trails, not one). Sunset Cr. currently has only a short section of sidewalk, opposite side of road from coastal trail. The road is also very rough to ride a bicycle along, and does not even have a bicycle lane. Trail users with disabilities have no choice, but to avoid this gap in the trail. Californians have a strong desire to see these gaps prioritized into becoming accessible, and safe for all trail user visitors.

I was very pleased to find out that Crescent City has made plans to make this connection and complete the Coastal Trail, and I fully support its application for Active Transportation funding to see it through to completion.

Sincerely,

Chris Butner  
Complete Streets Advocate

**Attachment K**

Additional Attachments